

## CHAPTER 7      FLIGHT PREPARATION (WEATHER ASSESSMENTS) REQUIREMENTS

### 7.01 Purpose

For subregulation 91.230 (1), this Chapter prescribes requirements relating to flight preparation and weather assessments (the *flight preparation (weather assessments) requirements*).

### 7.02 Forecasts for flight planning

- (1) Subject to subsection (1A), before commencing a flight, the pilot in command must study:
  - (a) authorised weather forecasts and authorised weather reports for:
    - (i) the route to be flown; and
    - (ii) the departure aerodrome, the planned destination aerodrome and any planned alternate aerodrome; and

*Note* See also subsection 8.04 (3).
  - (b) any other reasonably available weather information that is relevant to the intended operation.
- (1A) If the information mentioned in paragraph (1) (a) is studied more than 1 hour before commencing the flight, the pilot in command must obtain, and review, an update to that information before the flight begins.
- (2) For subparagraph (1) (a) (i), the authorised weather forecasts are as follows:
  - (a) 1 of the following:
    - (i) for an operation at or below 10 000 ft AMSL — a GAF or a GAMET area forecast;
    - (ii) for an operation above 10 000 ft AMSL — a SIGWX forecast;
    - (iii) for any operation — a flight forecast;
  - (b) a wind and temperature forecast.
- (3) An authorised weather forecast used to satisfy the requirement under subparagraph (1) (a) (i) must cover the whole period of the flight for which it is to be used.
- (4) For subparagraph (1) (a) (ii), for an IFR flight to a planned destination aerodrome with an IAP that a pilot is able to conduct, the authorised weather forecasts for the planned destination aerodrome and any planned alternate aerodromes must be an aerodrome forecast or an ICAO landing forecast.
- (5) For subparagraph (1) (a) (ii), for an IFR flight to a planned destination aerodrome without an IAP, or with 1 or more IAPs none of which a pilot is able to conduct, the authorised weather forecasts must be the following:
  - (a) for the planned destination aerodrome — an aerodrome forecast, an ICAO landing forecast, or a GAF or a GAMET area forecast;
  - (b) for any planned alternate aerodrome — an aerodrome forecast or an ICAO landing forecast.
- (5A) However, subsections (4) and (5) do not apply if the IFR flight is a Part 121 operation.
- (6) An authorised weather forecast used to satisfy the requirement under subparagraph (1) (a) (ii) must be valid for at least 30 minutes before, and 60 minutes after, the planned ETA.